



The China Mail.

ESTABLISHED 1845

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8A, QUEEN'S ROAD,
CENTRAL.

No. 15,104

號一廿月九年一十一百九千一英

HONGKONG, THURSDAY, SEPTEMBER 21, 1911.

日九廿月七年三統宣

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THORNE & SONS LTD
GREENOCK & LONDON
SOLE AGENTS IN HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England. Insurances in Force \$39,971,465.00. Assets 9,872,330.00. Income for Year 3,867,071.00. Insurance Fund 9,520,060.00.

LEFFERTS KNON, Esq., Hongkong District Manager.
B. W. TAPPE, Esq., Canton District Secretary.
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hoogh, Esq., C. J. Lafrantz, Esq.
Hongkong, July 23, 1911.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

The report of the above Company for presentation at the eighth ordinary general meeting of shareholders, to be held at the Office of the Company, Shanghai, on Tuesday, the 3rd October, states:

The directors beg to submit, for the information of shareholders, the annexed duly audited statement of the Company's accounts to the 31st June, 1911.

1910.—The balance at credit of this account is Taels 205,220.93 and, after deducting an interim dividend of 10 per cent. aggregating Taels 41,851.04 paid on 4th May last, there remains a sum of Taels 163,369.89 which the directors recommend should be appropriated in the following manner:

A final dividend of 10 per cent. on the paid-up capital.
A bonus of 15 per cent. upon contributory premiums.

Taels 55,000.00 transferred to silver reserve, bringing that fund up to Taels 340,000.00.

And the balance to be transferred to Underwriting Reserve Account, closing the account for 1910.

As outstanding risks have been running off satisfactorily, it is proposed to transfer \$25,000 from Underwriting Reserve Account to the permanent Sterling Reserve, thereby bringing this fund up to \$240,000.00.

1911.—The balance at credit of Working Account to 30th June amounts to Taels 270,015.00.

The Siamese Ministry of War has sent a telegraphic order to Col. Gorini in Italy, to send an Italian band master to Bangkok during the present month, in order to practice the military bands for the Coronation festival.

Greater justice will no doubt be centred in the annual competition of the Hongkong Fire Brigade this year, which takes place on October 4, at 4 p.m., outside the City Hall, on account of its being a public display. Of late years the competition has been of a semi-official character, and while a large crowd has always been permitted to watch the manoeuvres on the Central Police Station compound, a more public display will bring more forcibly before the public the physical fitness of the men and the general efficiency of the brigade.

TEETHING CHILDREN.

Teething children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor-oil to cleanse the system. For sale by all Chemists and Storekeepers.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED

CHAM (Switzerland)

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.

See the

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8, WATSON TVE, Queen's Rd. Cent.

CHONG TVE, Queen's Road

Central.

MAN YEE, Queen's Rd. East.

NAM HING LOONG, Queen's

Road Central.

HONGKONG CO-OPERATIVE SO-

CIETY, 11, Chiao Road.

Another Famous Product

of the above Company

is its

STERILIZED

"NATURAL MILK."

A Trial of which will satisfy

you of its

EXCELLENCE.

PRICE

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

\$9.00 Per Case of 4 Doz.

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ON SALE AT

LANE, CRAWFORD & CO.

8, WATSON TVE, Queen's Rd. Cent.

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Intimations.

G. FALCONER & Co.,

LIMITED,
WATCH-MAKERS AND JEWELLERS.
Telephone No. 963.

HOTEL MANSIONS

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 49, and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

WING ON CO.,

TAILORS AND OUTFITTERS: EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
205-213, DES VUEX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Tram pass the Door).
Telephone 189.
Hongkong, August 15, 1908.

**BEST HOUSEHOLD
COAL.**

Delivered free Kowloon: \$10.50 per Ton.
Delivered free Hongkong: \$11.50 per Ton.
Delivered free Peak District: \$13.75 per Ton.

F. Blackhead & Co.,

Coal Merchants.

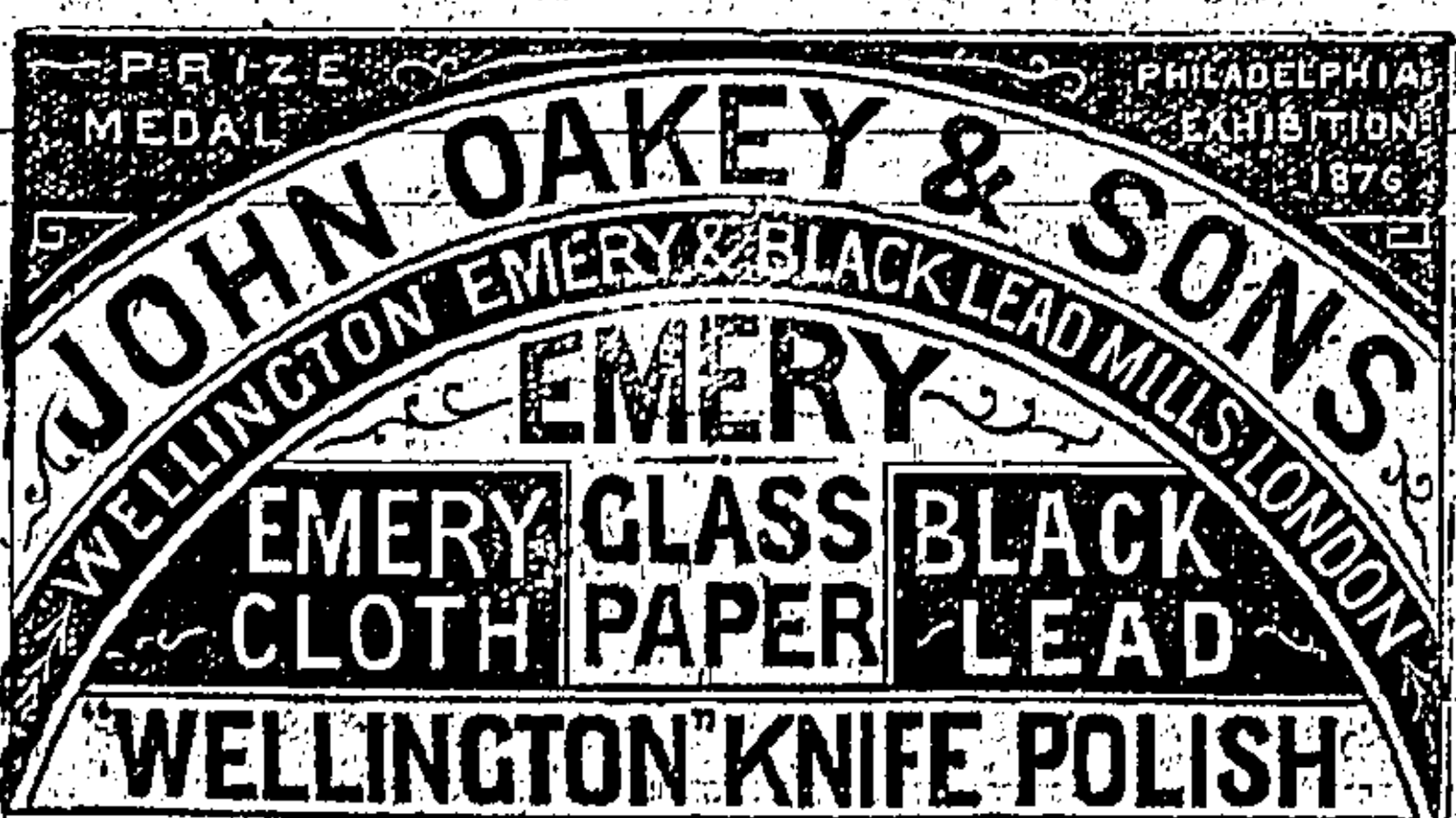
CROWN FAROL EXTRA CANVAS

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM
M. C. THOMSON & CO., LTD.,
GLASGOW.
ALWAYS IN STOCK WITH

SOLE AGENTS:
MELCHERS & CO.,
AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and
Aerated Water Machines
ALL ACCESSORIES FOR SAME.

(D) **MELCHERS & Co.**



JOHN OAKLEY & SONS, LIMITED, WELLINGTON, N.Z.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TARA
SIMA, OCHI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMIYAMADA Colliers.

AGENTS for KISHIDAKI & SAKITO
COALS.

HEAD OFFICE - TOKYO.

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Nagasaki, Moji, Karatsu,
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TEL. ADDRESS for above: "IW" S. K.
Codes: -A1, AEO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonray &
Co.
SINGAPORE: Messrs Borneo Co.
Ltd.

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PRINCE STREET
HONGKONG.
Hongkong, April 20, 1911.

GEN. FENWICK & CO. LIMITED.
(In Liquidation).

THE CREDITORS of the above-named
Company are required on or before
the 30th day of September, 1911, to send
their names and addresses, and particulars
of their debts or claims, and the names of
their Solicitors (if any) to the Undersigned,
the Liquidators of the said Company, and
further, if so required by Notice in writing,
personally or by their Solicitors or Repre-
sentatives, to come in and prove their said
debts or claims at such time and place as
shall be specified in such Notice. AND
NOTICE IS HEREBY GIVEN that in
default thereof, such Creditors will be
excluded from the benefit of any distribution
before such debts are proved.

PERCY SMITH, SETH & FLEMING,
Liquidators.
Dated at Hongkong this 15th September
1911.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING of Shareholders will be held
at the COMPANY'S OFFICES on SATUR-
DAY, the 23rd September, at Noon, for
the purpose of receiving the Report of the
General Managers together with a State-
ment of Accounts to the 30th June, 1911.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 9th to the
23rd September, both days inclusive.

DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, September 4, 1911.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the DOUGLAS STEAM
SHIP COMPANY, LIMITED, will be
held at the Company's Offices on SATUR-
DAY, the 23rd day of September, 1911, at
12.15 o'clock in the afternoon, when the
subjoined Extraordinary Resolution will
be proposed:

1. That Art. 18 (2) of the Company's
Articles of Association be altered by
substituting the sum of \$50,000 for
the sum of \$25,000 in line two.

Should the Resolution, be passed by the
required Majority, it will be submitted for
confirmation by a Special Resolution to a
Second Extraordinary Meeting which will
be subsequently convened.

Dated the 15th day of September, 1911.
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, September 15, 1911.

Popular -

ASAHI BEER

Obtainable EVERYWHERE.

SOLE AGENTS
MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910.



Obtainable EVERYWHERE.

SOLE AGENTS
MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910.

PLAYED WITH MILLIONS.

**"Plunger" - Gates Dies in Paris
Hotel.**

TAKEN BOY TO NAPOLEON OF FINANCE.

One of the most astounding financial
careers is closed by the death, from Bright's
disease, of Mr John W. Gates, which
occurred at the Hotel Maurice, Paris. He
leaves \$6,000,000, but at one period con-
trolled many times that sum, says a London
paper. Gates, who was born in 1855 in
Dupage County, Illinois, spent his boyhood

on the farm, his only education being such
schooling as falls to the lot of a country-
bred lad. It is related that his first business
venture was coining to hawk a neigh-
bouring farmer's corn, and from the money
he saved from this work he bought a third
interest in a threshing machine. His
enterprise was soon rewarded, for in the
same year he was able to buy out his two
partners. His next venture was cutting
timber and selling it for firewood, and
before the winter was out he had made
enough money to open an ironmongery
shop. Next he drifted to Chicago, where
he met Mr Isaac Ellwood, the first of the
barbed-wire manufacturers, and was in-
duced to enter the business. For a few
years he acted as a traveller, earning about
\$800 a year, when he decided on his first
important step. Mr Gates induced some
friends to form a syndicate for the manu-
facture of barbed wire, with a capital of
\$7,000, and in the first year the profits
amounted to \$30,000.

BEGINNING OF HIS FORTUNE.

This was the beginning of his fortune and
Mr Gates' financial operations were soon on
such a colossal scale that he could "hardly
keep up with himself." He soon developed
into a gambler of the most reckless plung-
ing type. The zenith of his career was
reached in March, 1900, when he became
president of the American Steel and Wire
Company, one of the great trust combina-
tions, with a capital stock of \$18,000,000.
Suddenly, without any warning, Mr Gates
ordered the whole of the works to be
shut down, and 4,000 work-people
were instantly deprived of employment.
His reply to inquiries was, "Our com-
pany is running this business, without any
need of explaining, and we shut down
and open our mills when we see fit." It is
said that when the American stock and
wire mills resumed running John W. Gates
was a richer man by a million or two than
he had been when the mills were closed.
Gates never plunged, as he frequently
declared, beyond his depth. He never
incurred liabilities he could not meet. The
secret of his success in life was simple.
"The lesson I had drilled into me as a boy
was this," he once told an interviewer.
"Make up your mind what you want, and
then go after it, and keep after it till you
get it."

Gambling at cards and betting on
mechanics were his amusements, but here
again his phenomenal luck rarely deserted
him. He played what he described as a
quiet game of poker with Joe Leiter, of
what "corner" fame, in an express be-
tween Chicago and New York, and won a
jack-pot of \$15,000 by a bluff with a pair
of nines. In 1900 he made a sensational
gamble in England. He backed Royal
Fusili, a despised selling plover, for the
Goodwood Cup, because the horse was
owned by an American and its name
sounded of his favourite game. He plunged
so heavily on the horse that its price
shortened from 25 to 1 to 5 to 4. Gates
won \$100,000 on the race and nearly broke
the ring. Another historic plunge was his
\$30,000 stake on McKinley's presidential
election. Gates had made a trip through
the Western States at the opening of the
political campaign, and saw that, barring a
disaster, the crops would be enormous and
the railways choked with traffic.

RECORD BOOK.

"Let you a million," said Gates to a
friend in a New York hotel one night.
"Let it be McKinley—we are going to
have the biggest boom on record." Union
Pacific will sell at par, Northern Pacific at
150. These shares were then selling
below 60. Gates went quietly to work,
a 60 o'ening handed a bundle of papers
to a banker friend to hold for him. "A
little bet on the election," he said. The
papers were "calls" on 50,000 shares of
Union Pacific, extending into the now

year. Gates had arranged with certain
London houses for delivery on call of
50,000 shares of Union Pacific Common
stock at prices ranging about 55.
He paid \$30,000 for the privilege.
"If McKinley wins and Union Pacific
goes to 100," "Goes to par," prompted
John W. Gates. "You will make nearly
\$300,000," replied the banker. "Some-
thing like that," said Gates. Union Pacific
went to 130, and Gates cleared nearly
three-quarters of a million. He was best
known by his own countrymen as "Let-you-
a-million Gates." This title he first gained
when he offered to wager \$300,000 on a
horse race with Mr John Drake, his
partner. Betting with Gates was a mania.
It is recorded how once, when travelling in
a Pullman car, he and a companion watch-
ed two mindropers trickling and zig-zagging
down the windowpane. "That's my drop,"
said Gates, indicating his selection. "I'll
race him against the field for \$100 even
money." Gates' raindrop won easily.
"Plunger" Gates stopped at
nothing in the way of wild
brizon speculation. Even his best friends
admit that he was relentless and unscrupu-
lous, uncouth in manner, and blasphemous
of speech. He gambled at everything—
cards, billiards, trap-shooting, horses,
cotton, grain, and coffee. Always a bitter
enemy of Pierpont Morgan, Gates "got
his own back" once when he gathered in
the Louisville and Nashville Railroad over-
sights from the Belmont family, and com-
pelled Mr J. P. Morgan to take it off his
hands at a profit of between \$1,000,000 and
\$2,000,000. On the Exchanges his cam-
paigns were always spectacular. In 1903
the firm of Charles Gates and Co. was
carrying on margin \$15,000,000 worth of
stocks. Most of this was for Mr J. W.
Gates. The market had been bullied, and
it would not move. The banking el-
ement suddenly presented a hostile front.
Mr Gates scented the calling in of his
loans, so sold every share of his speculative
holdings in one session, causing a slump of
over 10 points. In striking a balance he
found that he had lost \$1,600,000, which
he acknowledged without reserve. Two
American newspapers began publishing
Mr Gates' obituary several days before he
died. In Wall Street he was referred to on
the day of his death by an acquaintance as
the "most colossal liar he had ever met."

An instance is quoted. Once Mr Gates
counselled another man to buy Union
Pacific, which were "going up 20 points
for certain." "To show my appreciation,"
sarcastically replied the receiver of the tip
to Mr Gates, "I'll telephone selling 1,000
Union Pacific right now." Before the
man left Mr Gates Union Pacific declined
1 point and they went down steadily all
day. That there was also another side to
the dual financier's character is exemplified
by an anecdote concerning his marriage.
He had married Deline R. Baker in 1874.
As the millionaire was stepping into his
private car one day, a white-haired man
stepped up, and, extending his hand,
said, "Hello! John." "Well, how are
you, Mr Foster?" replied the man from
Wall street. "Forty years previously the
white-haired man was minister of
a small Methodist church at St. Charles
III. One day there came to him a young
man and his betrothed. The young man
was John W. Gates. "When you married
me I only gave you a five-dollar fee, but
I'll make it up now," said Mr Gates as he
wrote his cheque for 1,000 dol. (\$200) and
handed it to the wedding divine. In
commenting on the career of Mr Gates, the
New York Evening Post says: "It will
be many years before such a career will be
possible again in this country, and for that
fastidious people may be profoundly
thankful," and this sentence sums up the
general verdict of the American Press.

KINGSLEY AS A SMOKER.

The following story of Charles Kingsley
is told by Mr Arthur C. Benson in the
August Cornhill:—My father used to tell
how once he was walking with Kingsley
round about Eversley, when Kingsley
suddenly stopped and said: "It is no
use; I know you detect tobacco, Benson,
but I must have a smoke; and he had
accordingly gone to a big furze bush and
put his arm in at a hole, and after some
groping about, produced a big church-
warden pipe, which he filled and smoked
with great satisfaction, afterwards putting
it into a hollow tree, and telling his father,
with a chuckle, that he had concealed pipes
all over the parish, to meet the exigencies
of a sudden desire to smoke.

THE ANNUAL RACE across the Har-
bour for PRIZES presented by the

China Mail

will be held on

WEDNESDAY,

27th SEPTEMBER (W.P.)

Entries close on Monday, 25th inst.

For further particulars apply to

THE SECRETARY, China Mail

HON. SECRETARY,

Victoria Recreation Club,

Hongkong, September 19, 1911.

1130

COUGHING INTO

CONSUMPTION

"Only a Cough" but you stop

it while it is ONLY a cough.

WATERBURY'S

METABOLIZED

COD LIVER OIL

COMPOUND.

The finest preparation made

for combating severe coughs.

CURES any cough, that is

only a cough. Very palatable.

OF ALL CHEMISTS.

PRICES: \$1.25 and \$2.25.

Intimations.

W. R. C.

ANNUAL SWIMMING SPORTS.

THURSDAY, 21st SEPTEMBER.

Commencing at 3 P.M.

FRIDAY, 22nd SEPTEMBER.

Commencing at 5 P.M.

SATURDAY, 23rd SEPTEMBER.

Commencing at 4 P.M.

100 yards, 220 yards, 440 yards and 600

yards Championships of the Colony,

and many other Events.

MILITARY BAND in attendance on

SATURDAY, 23rd September, on

which day afternoon tea will be provided

for Ladies.

Admission: Non-members \$1 each day.

Ladies 50 cents each day.

Hongkong, September 18, 1911.

1104

NOTICE.

MISS MASSEY wishes to thank all who

have so kindly assisted in disposing

of her MOTOR BOAT: the present

OWNER is Mr NIELSEN, Kowloon.

No. 104.

Hongkong, September 20, 1911.

1205

LESSONS IN FRENCH.

CONVERSATIONAL FRENCH taught

by a Frenchman (Government in-
structor) entirely in French, without
translation, even for more beginners.

Fluency acquired in a short time. A
trial lesson free of charge. Terms very
moderate.

Apply to

c/o CHINA MAIL Office.

Hongkong, September 20, 1911.

1206

HONGKONG ST. ANDREW'S

SOCIETY.

THE ANNUAL GENERAL MEETING

of the above Society will be held in

the CITY HALL on WEDNESDAY, the

28th SEPTEMBER, 1911, at 5.30 p.m.

for the purpose of receiving the Annual
Report and Statement of Accounts for
the year ending 31st August; of electing
office-bearers for the ensuing year, &c.

A. V. MONK,

Acting Hon. Secretary.

Hongkong, September 19, 1911.

1198

HONGKONG CLUB

NOTICE.

THE TWENTIETH DRAWING OF

SIXTY-FIVE DEBENTURES of the

HONGKONG CLUB (1896 issue, \$100.00 each)

will be held in the HONGKONG CLUB HOUSE

on THURSDAY, the 14th September,

when the following Debentures were drawn
for Redemption:

5 274 634 1274 1588

17 264 628 1283 1644

34 295 680 1355 1650

41 366 686 1355 1684

48 403 727 1379 1689

63 429 770 1394 1710

81 457 801 1392 1728

82 471 850 1428 1730

101 494 1043 1423 1737

106 503 1002 1471 1823

148 511 1070 1520 1880

160 596 1004 1532 1002

206 614 1180 1550 1004

and will be payable at the Hongkong and
Shanghai Banking Corporation on SATUR-
DAY, the 30th September, 1911, in
exchange for surrender of game.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, September 14, 1911.

1181

BACON & HAM

Do you want the best for your

table?

SEND US YOUR ORDERS.

We stock absolutely first quality

Australian mild cured Bacon and

Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, September 19, 1910.

60

E. C. WILKS,

MI. MECH. E. A.M.N.A.

CONSULTING ENGINEER AND SUR-
VEYOR for Construction, Valuation
and Assessment for the purchase, or sale, of
Steamships or Launches.

ALEXANDRA BUILDINGS,
2nd FLOOR.

Hongkong, May 2, 1911.

The Hongkong Steam Launch, Tug & Lighter Company, Ltd.

TELEGRAPHIC ADDRESS: 'PENPIDO' A.B.C. CODE.

TELEPHONES: OFFICE, No. 742; WORKS, No. 743.

LAUNCHES FOR SALE, HIRE, OR CHARTER.

For Picnic, Shooting, Bathing Parties, Towing, &c.

Launches for Hire lying off Blake Pier during the day.

Lighters and Tugs

ALWAYS ON HAND FOR SHIPPING REQUIREMENTS.

Gordon & Co., GENERAL MANAGERS.

Office: St. George's Building (2nd Floor).



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
AND
Share, Coal and General Brokers.

PROPRIETORS
"To-Kwa-Way" Coal Storage.

Codex 4th & 5th Editions.
A.B.C. 4th & 5th Editions.
A.I. TELEGRAPHIC CODES.
Telephone Address:
"MEIRION" HONGKONG.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

FRIDAY,

the 22nd September, 1911, at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of the House Street.

- 1 Case of Condensed Milk.
- 2 Chests of Ceylon Tea.
- A Number of Dutch Cheeses.

And
A Quantity of Iron.

TERMS: As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 19, 1911. 1197

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

FRIDAY,

the 22nd September, 1911, at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, corner of the House Street.

A COMPLETE SUGAR FINING PLANT.

Consisting of Dynamo, Petrol-Paraffin Engines, Separators, Dryers, Pans, &c., &c., by "Rhodes" Doncaster; or can be taken over as a going concern.

For full particulars and inspecting orders apply to

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 8, 1911. 1153

NOTICE

THE Undersigned have received instructions to sell

FOR ACCOUNT OF THE CONCERNED, A CONSIGNMENT OF,

TENNIS RACKETS AND CENTRE GUIDES.

Particulars, &c., may be had from the Undersigned.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10 August, 1911. 1026

NOTICE

THE Undersigned have received instructions to sell

FOR ACCOUNT OF THE CONCERNED, at their Sales Rooms, No. 8, Des Vaux Road, Corner of the House Street.

A number of Automatic Printing Machines, Three Cinematograph Automatic Machines, and 18 Automatic Post Card Machines.

For Further Particulars, &c., apply to the Undersigned.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 9, 1911. 1019

THE

CHINA MAIL'S
ILLUSTRATED SOUVENIR

of the British section of the Kowloon-Canton Railway.

Containing: Photographic illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, &c., &c.

JUST THE THING TO SEND HOME

PRICE 16 CENTS.

Auctions.

PUBLIC AUCTION.

Particulars of the Lot.

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FASHIONS IN FOOD.

Chinese Menus the Latest Novelty.

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ENGLAND'S LACK OF BOXING CHAMPIONS.

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ENGLAND'S

To Let.

TO LET.

OFFICES on 1st and 2nd Floors, now in course of erection, at No. 8, DES VOUX ROAD to be let.
Apply to
DAVID SASSOON & Co., Ltd.
Hongkong, September 18, 1911. 1162

TO BE LET.

On or about 1st March, 1912.
SHOPS and OFFICE, in ALEXANDRA BUILDING, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, August 29, 1911. 1149

TO LET.

OFFICES on First Floor of HOTEL MANSIONS facing New Post Office.
Apply to
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, August 17, 1911. 1038

TO LET.

GODOWN No. 34, DUDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, September 1, 1911. 709

TO LET.

GODOWNS, 95 & 96, PRAYA EAST.
Apply to
CHATER & MOLDY,
Hongkong, December 6, 1910. 1474

TO LET.

GODOWN No. 4, NEW PRAYA, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, September 1, 1911. 1052

TO LET.

NO. 24, D'AGUIAR STREET suitable for godown, etc., occupied by Vienna Cello Co. Ltd.
Apply to
YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, June 29, 1911. 85

TO LET.

GODOWNS, 151 to 155, PRAYA EAST.
Apply to
O'REGAN, 39, THE PEAK.
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, September 1, 1911. 2

TO LET.

FLATS in NATHAN ROAD, Kowloon, FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
New and Commodious SHOPS, NATHAN ROAD, Kowloon, immediate possession. Cheap Rental.
Apply to
HUMPHREYS' ESTATE & FINANCE Co., Ltd.
Hongkong, March 23, 1909. 408

TO LET.

NO. 57, PRAYA GRANDE, MACAO. BEACONSFIELD OFFICES on Ground and 1st Floors, CHATEAU ROAD (central position). No. 9, BEACONSFIELD-ARCADE (Shop).
KELLETT, CREST, No. 66, Peak. No. 7, DUDELL STREET, 1 Godown. HARTING and ROGATE, near the King's Park, Kowloon.
"MERION," No. 9, the Peak, 6 Rooms; with use Tennis Court.
FOR SALE, TOR CREST, at Peak, commanding magnificent view of the harbour and adjacent islands.
Apply to
LINDSTRAID & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 18

PEAK TRAMWAYS COMPANY. LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m., Every 15 minutes.
8.00 a.m. to 10.00 a.m., Every 10 minutes.
10.00 a.m. to 11.00 a.m., Every 15 minutes.
11.00 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 10 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 15 minutes.
2.15 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 8.10 p.m., Every 10 minutes.
NIGHT CASES.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.50 p.m., every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.00 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 10 minutes.
11.45 a.m. to 12.30 p.m., Every 15 minutes.
12.30 p.m. to 1.00 p.m., Every 10 minutes.
1.00 p.m. to 1.30 p.m., Every 15 minutes.
1.30 p.m. to 2.00 p.m., Every 15 minutes.
2.00 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 8.10 p.m., Every 10 minutes.
T CARS as on Week Days.

Extra Cars at 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

THE DANGERS OF DYSENTERY.
HOW TO OVERCOME THEM.

NEXT to Malaria, there is no doubt that Dysentery is the most potent source of anxiety to the residents in China. There is no need to dilate on its symptoms, or the intense pain it causes, for these things are among everyone's commonest experiences.

Even when the disease is accurately defined, and there is not the slightest suspicion to assume, as Sir Joseph Fayrer, in his book on "Preservation of Health in India," says: "Dysentery sometimes means insipient cholera," it is nevertheless imperative to be on one's guard, and, after arresting the progress of the disease, to build up the strength so as to enable the patient to withstand the ravages made by the complaint, and to safeguard him against a return. This is particularly the case with cholera, for as the physician who wrote the well-known little book, "How to Keep Well in India," remarks: "All diarrhoeal ailments require very special care in all tropical climates. Apparently simple at their commencement, they may reduce a child within an age of death within less than twenty-four hours, and, if it survives, may stunt its growth even for years."

Naturally, no ordinary individual would dream of treating such cases himself, and all sufferers from Dysentery seek the advice of their physician. He invariably follows the routine treatment laid down by Sir Joseph Fayrer of prescribing ipecacuanha, followed by Dover's powder and quinine, with perfect rest in bed, and diet coupled with the arresting of any sudden relaxation of the bowels by astringents, combined with a few drops of laudanum. Eventually, time comes when it is necessary to begin building up the strength and getting the vital forces which have been reduced to a low level to burn with their normal brightness and revivifying warmth.

For this purpose, what is essentially needed is a preparation which will supply the weakened digestive organs with food they can easily deal with, rapidly assimilate, and so transmute into nervous tissue, while, at the same time, it specially feeds the brain and nervous system, which have been depleted of their life-giving and energizing phosphorus. Many combinations have been tried to achieve this object. Only of late years, however, has science succeeded in discovering a preparation which does this in an absolutely thorough, complete, and successful manner. It has achieved this desideratum by combining the body-building element of pure milk with glycerophosphate of sodium, the form in which phosphorus is found in the brain and nervous system.

Given separately, these substances would soon destroy even strong digestive organs, and produce dyspepsia. When they are chemically combined, however, they aid the digestion in a very marked manner, and, acting both on the nervous and physical state of the body at the same time, they rapidly restore the individual to complete health and strength.

The preparation made this way is Sanatogen, which is universally recognised by the medical profession as the most restorative and the greatest reconstructive substance in the world. It has received the written endorsement of over 14,000 doctors, including ten physicians to crowned heads of Europe, and it is commonly spoken of as "the tonic food with lasting effects," for the reason that, unlike other tonics, the results it produces do not depart when it has been left off. Indeed, doctors have shown by innumerable cases that it has the remarkable power of putting the body into such a condition that the processes can go on normally without the aid of further medicine, a matter of no little importance to the individual.

Not only does Sanatogen supply the body with a substance which is all food with no waste, so that the lost tissues are rapidly restored, but the nervous system is revitalised, and the insidious incident of Dysentery completely banished, but it also exercises so profound an impression on the blood-making organs, that it stimulates them to remarkable activity. The result is that, as the distinguished physician, Sir William Gowers, among others, has pointed out, the red blood corpuscles multiply with remarkable rapidity, frequently reaching an increased total of half a million per cubic centimetre in a fortnight, with an increase of two per cent. of hemoglobin, the vital red coloring matter of the blood, per week. This improvement in the quality and quantity of the blood soon results in the patient losing his pale, waxy, wan complexion, and taking on a healthy, strong, rosy, robust look.

Thousands of letters have been received from doctors as well as from patients testifying to the beneficial effects of Sanatogen in Dysentery. From among them the following may be quoted:
Dr. H. W. Hart, Hapur, Roumont Depot, Bahawalpur, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly state that many of my worst cases owed their recovery to Sanatogen."

An exceedingly interesting pamphlet, entitled "How to Keep Well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free, to all mentioning "The China Mail," on application to A. S. Watson & Co., Hongkong, from whom Sanatogen can be purchased.
Sanatogen may also be obtained of all high-class Chemists.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1910. £21,252,693.
Authorized Capital £3,000,000.
Subscribed Capital £3,514,945.
Paid-up Capital £1,667,597 5 0
Fire Fund £3,842,215 4 2
Life & Annuity Funds £15,945,125 9 7
Sinking Fund Account £7,555,159 6
£21,252,693 17 3
Reversion Fire Branch 2,979,269 17 7
Life & Annuity 1,954,631 9 2
Other Receipts 643,314 10 8
£4,977,215 17 5
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

THE ART OF BRIGHT CONVERSATION.
(As Practiced at Young Men's Dinner Tables in the East.)

"What's on, at the Tivoli to-night?" asks Harry, finishing his soup.
"Not much," says Percy, who always works up an imagination on this line of thought; "Let's go to the Empire and see the ballet. I'd like to see a nice bunch of tight-laced, high-bosomed English ladies again." (Sighs deeply.)

"Just the husky peanut. Let's. Fred Farren and Betty Collier—oh, let's." Harry groans in a despairing manner and comes back to reality. "What's the matter with this fish?"

"Ah, this is what we've been smelling all day," Tommy jeks in; "and we thought it was the dinner! Boy! Killing same cookie. O-oh why left I me here; why did I cross the deep? O-oh, why left I the land!"

"Chosee it!" says Harry, vulgarly; "You're the most noisy brute I ever lived with. If I win the Leger sweep I'll pay for singing lessons for you, but till then give it a rest. I'll promise to speak to George Edwards about you, too, when I go home, if you like but, for the love of cits, give us peace."

That reminds Percy—"What's on at the Gaiety just now?"

Harry doesn't remember but—"E'gad, when I go home—first place I go to. Dinner at the Cui, then the Gaiety, supper at the Tree and—"

"Pincin's for mine," interrupts Percy; "just the stuff. One-and-six a time and the best little supper in London, with a nice bottle of St. Julien or something like that. What ho! Thump, thump, (smashing his lips) Pincin's every time."

"Yes, I'll just go in and say to old George—he's sure to be there, for he's been there ever since the Flood I think—'George,' I'll say, 'I've been away in foreign climes, sweltering and sweating 'neath a tropical sun that burns the tail off one's shirt, and the skin off one's nose and I've fed on hen for heaven knows how long till I'm ash-med to look a fowl in the face, and I want a good old British butt with the best of the wine cellar. Now let's see what you can do for the weary traveller.' That will fetch him. Roight ho, sir," says George—he's a German or something like that—'Ah, knows yer fee as well as me own an' sh'd do yer proud. Phew; let me dream of it!'"

"You fellows are always grousing like a pair of fishwives with a glut on the fish-market." This from Tommy. "You haven't been in Singapore more than ten minutes and you talk as if you'd been here for ages. Fine Empire builders you are, ain't you?"

Percy, pleadingly: "Well, it's cheering to think about all that."
"Condemned rotten, I think. Think about the broken filter and no water in the house (Chorus: 'who wants water?')—and Robinson's; and the Volunteer dance that you didn't enjoy; and the mosquitoes breeding in the empty milk-tins at the back of the house—yes, the time you were going to get cleared away last week-end—and, and all that sort of thing. Talking about home! Why, you're forgotten at home by this time. You know that, Percy, for you haven't got a letter for weeks."

Percy whistles: "I wonder if they miss me in the dear homeland." A long pause, while the boy fetches in the sweets, the same old custard with the same old prizes.

Harry wants to know the Malay for "ant" because "one of his new white ants has just been ruined by that industrious little insect. Also he wants to know all about his habits and mode of living!"

"Boy, bring the Encyclopedia Britannica," Percy commands.
The boy, although somewhat non-plussed by this unfamiliar demand, feels that something is required of him, so fetches in the dictionary.

"Did you ever see the ant-eater in the Zoo?" asks somebody, anybody at all, The others snort.
"I remember one afternoon in the Zoo," Harry shows an inclination to be reminiscent, so Percy tries to pull him up.

"Yes, yes, you saw the ant-eater?"
"No; what I was going to say was that I met an awfully nice girl from Kensington—oh, nice, nice—and we—"

"Let's have coffee on the verandah," is suggested by Tommy.
"There's how I'm treated! Whenever I open my mouth somebody wants to shut it up for me."

"And quite right too!"
"Jealousy, jealousy. You never met a nice girl, did you, Tommy? Ha, ha."
"Never in the Zoo."

They adjourn to the verandah and sit out on "long chairs."
"It's only two o'clock at home now, rememberance Percy," "Think of the poor devils grinding away in offices yet."

"Where was I last year, at this time, I?" Harry recollects. "Oh, yes, I was in Scotland, down the Moll of Kintyre; great place and good company; some jolly nice girls. Do you know the Moll of Kintyre, Tommy?"

"No; don't want to, after all I've heard you say about it. Very loon-living place apparently."

"Rate. I never said that. It's quite oppressively good, in fact. No puba open on Sunday; only entertainment is the Kish where an old joker with a grey beard used to come round with a bag for collections with an Oliver-Tristram sort of look—always wanting more you know."
Percy: "By the way, I'd like to see 'Sally Bishop,' wouldn't you? The book was great."
"Yes, I'd like to see it, too. 'Truth,' cats it up very amusingly. But I wonder what's on at the Palace just now."
And as on, over the same old ground again till ten o'clock, when all heads do invariably go to bed—"T." in the State Times.

GIFTS TO THE WAR OFFICE.

The Secretary of State for War, Lord Haldane, has received an offer of £10,000 as a gift to the nation for the purchase of a rifle range near one of the thickly populated districts of England. The donor wishes to remain anonymous. He signs his letter: "An Englishman from Beyond the Seas," and emphasises the growing impulse throughout the Empire towards united action for defence and the importance of organising the spirit of patriotism on common lines to the best advantage.

In writing to accept the gift on behalf of his Majesty's Government, Lord Haldane has expressed their warm appreciation of the generosity and public spirit which has prompted the gift. Other benefactions which have been conferred on the War Office during the last two years include: October, 1910.—The Lebaudy Airship, built for the Morning Post National Airship Fund.
November, 1910.—The Daily Mail airship, erected on Wormwood Scrubs, London, W., at a cost of £5,000, presented for the reception of the Clement-Bayard II. airship.

June, 1911.—Four Valkyrie monoplane, presented by Mr. H. Barber, with a view to encouraging aviation in the Navy and the Army.
July, 1911.—Mr. George Pinckard's gift of 450 acres of land, together with kennels, stables, and cottages, in Surrey, for the purpose of horse-breeding.

In December, 1909, Sir Harold Harmsworth (then Mr. Harold Harmsworth), who early in that year had given £10,000 for recruiting purposes to the chairman of the Territorial Force Association, County of London, sent a further gift of £5,000 to the association for the same object.

THE SUEZ CANAL.

There is little doubt but that the nearing completion of the Panama Canal has given the Suez Canal Company a bit of a fright and brought home to them the necessity not only of improving the navigation of the great waterway they control but also of framing a more liberal tariff to retain the custom which has been so enormously profitable. The despatching of the Canal to admit the passage of "steamers" of a great draught is the first essential of up-to-date equipment, and the new law is doubtless intended to give effect to a recent decision to obtain a depth of 30 feet or 6 feet more than is available at present. This is a task of some magnitude, and with the utmost despatch it can hardly be completed before 1914.

What is to happen in the meantime. The shipping and mercantile communities in the East and Australia are heartily sick of the monopolistic arrogance of the Suez Canal Company with which they have had to put up so long, and are eagerly awaiting the opening of the Panama Canal to get back a bit of their own. It is also true that the Cape route is growing in popularity. It is less expensive, and the navigating hazards are fewer. Marine architecture and marine propulsion are developing rapidly in unexpected directions, and it is not impossible that when the Suez Canal can offer a depth of 38 feet it may be risky or not worth while to accept it. One has to bear in mind in this connection the huge dimensions of the new Leviathans of the sea, and the coming of the coal bunker by the oil ballast tank—Capital.

BEARDED LADIES.

M. Brandt, a Danish professor, comes to the conclusion that bearded ladies in times to come will be the order of the day. Ladies with beards who are now to be seen may be regarded as the precursors of the future race, and the professor comes to the conclusion that the more masculine woman becomes in her habits, so much the more will she be in appearance. He does not think that bearded ladies will become general until at least two centuries have elapsed. His investigations show that the number of women with traces of moustaches, although clearly visible, increases but slowly. The Paris contemporary from which we take the foregoing suggests that the professor has missed the great point which he might have made; and that is that as the number of men who shave increases daily, it would follow that women would endeavour to grow beards from sheer perversity.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Guns.	H.P.	Commander.	Last report at.
Alacrity	despatch-boat	1790	12	2000	Comdr. Lowndes	Waihaiwei
Astraea	cruiser, 2nd class	4360	10	7000	Captain E. B. Kiddell	Waihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	800	Lt. Comdr. B. G. Washington	Waihaiwei
Brisbane	river gunboat	710	2	800	Lieut. Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1076	6	1400	Comdr. H. Lyne	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1076	6	1400	Comdr. H. R. Yeale	Hongkong
Fama	torpedo boat destroyer	340	6	5700	Lieut. Comdr. H. S. Monro	Waihaiwei
Flora	cruiser, 2nd class	4360	10	7000	Capt. J. Nicholas	Colombo
Handy	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt. Comdr. M. B. R. Blackwood	Waihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	Hongkong
Kinsh	river gunboat	416	4	1800	Lt. Comdr. T. J. S. Lyne	Yangtze
Merlin	sloop	1040	—	—	Comdr. B. O. M. Davy	Lahau
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. Cayley	Waihaiwei
Mommoth	cruiser, 1st class	9800	—	—	Capt. L. E. Power, M.V.O.	Waihaiwei
Moore	river gunboat	180	2	800	Lt. Comdr. G. P. Loth	Hongkong
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Waihaiwei
Nightingale	river gunboat	85	2	240	Lieut. Com. C. H. Woodward	Yangtze
Oster	torpedo boat destroyer	350	6	3800	Comdr. C. L. Lambie	Waihaiwei
Rosario	depot ship, submarines	980	—	1400	Lt. Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt. Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt. Com. E. J. J. Southby	West River
Snipe	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	3500	Gunner E. J. Trille	Hongkong
Tamar	receiving ship	4050	6	—	Commodore C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt. Comdr. M. B. Hamilton	Shanghai
Vergo	torpedo boat destroyer	355	6	3300	Lieut. Com. H. D. Adair-Hall	Waihaiwei
Waterwitch	surveying ship	620	—	450	Lt. Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	390	6	5900	Lieut. Comdr. G. B. Hartford	Waihaiwei
Widgeon	river gunboat	195	2	800	Lieut. Comdr. B. R. Brooke	Yangtze
Woodcock	river gunboat	150	2	500	Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lt. Comdr. G. F. A. Mulock	Upper Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt. Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	Guns.	H.P.	Captains.	Last report at.
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoli	Amoy
Acheron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	6100	Capt. Delons	Saigon
Alouette	French gunboat	506	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Carondelet	French gunboat	150	—	—	—	Saigon (Reserve)
Comete	French gunboat	500	6	500	Comdr. J. Gervais	Saigon
Decidie	French gunboat	648	10	1000	Lieut. de Linares	Saigon
Dupetit-Thouars	French armoured cruiser	16,014	30	20,000	—	Saigon
Eclat	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	393	—	Saigon
Hann River	French gunboat	—	—	—	—	Saigon
Jacquin	French gunboat	203	6	398	—	Haiphong
Lion	French gunboat	500	—	—	—	Haiphong (Res.)
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Mancho	French surveying ship	1835	10	9000	Comdr. Ragot de Touche	Saigon
Montcalm	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Mouquet	French destroyer	307	6	300	Lieut. de la Roche Keranderson	Saigon
Oly	French gunboat	—	—	—	Lieut. de Maistreville	Upper Yangtze
Pelido	French gunboat	130	—	—	Lieut. Puch	Tongku
Pistole	French torpedo boat	190	7	300	Comdr. Mortenol	Hongay
Protector	French sub-marine	—	—	—	Lieut. Morris	Saigon
Rodoulet	French battleship (reserve)	9437	8	6671	Capt. Drouot	Saigon
Styr	French gunboat	1738	10	1700	Lieut. Seriot	Saigon
Talking	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	250	6	—	—	Saigon (Reserve

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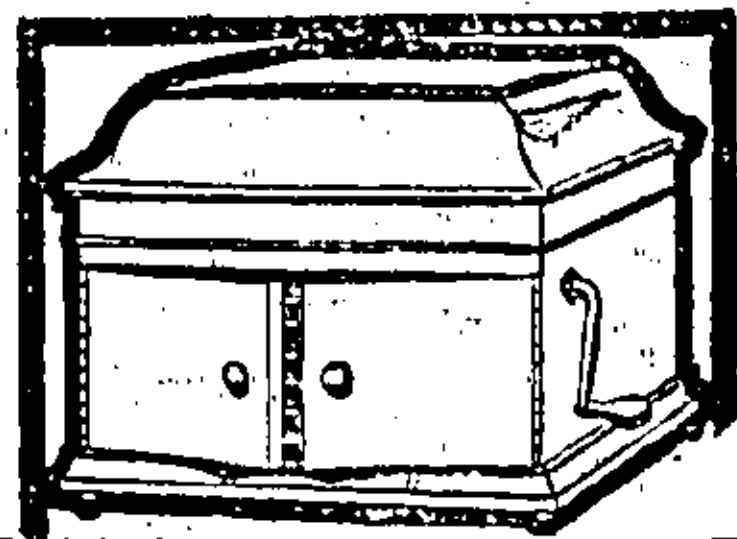
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"Bad Fashions."

GRAND CHANGES OF PROGRAMME

By HONGKONG FAVORITES.

THE

Harmonious Huxhams

IN TYPICAL FORM.

schools, but have been full of excitement in anticipation of coming events. If these statements are to be believed, the outbreak has not been quite so sudden as we have been led to think, judging merely from what has appeared in the Southern Press. Of course, it is well-known that there is a strong section of the people in Szechuen opposed to the transfer of the railways, and this body of men has been in communication with those who are of the same way of thinking in Canton; there have been frequent despatches passing between them so that the one party has been kept in touch with the other, and each section, having the same object in view, has tried to encourage the other. But as far as we have been able to trace what has been transpiring, the Szechuen party has been the more determined, and, indeed, has matured its plans more effectively than the Canton revolutionists.

All sections of the Press that we have seen, alike condemn the action of the Chinese Government in borrowing money on the railways from foreigners. There is no exception to this rule. As one paper has it, "The Government, acting like robbers, have seized upon the railways of the people and have held them for themselves. In this, however, they have only deluded the people. If they took hold of the railways with the intent of protecting the country and making them more effective, there would be nothing to say. In gathering together funds for this object they have no other resource but to borrow from foreigners. Thus it comes to pass, if we look at the matter in a straight-forward way, that the railways do not belong to the Government at all. By a round-about way they are really in the hands of foreigners and are held by them. Really the Government are giving the railways to foreigners, and in doing so they are giving away the country; and, in giving away the country, they are really giving away the property and the possessions of the people of China. Can it be supposed for a moment that the Chinese will stand by to have their face spat upon in this way, and let the spitto dry upon the face? Can they stand such abuse as this, and have no will of their own? Indeed, to stand this is worse than being spat upon and not caring to wipe it away; it is to be flesh upon the chopping block; it is to be fish in the cauldron. They have piled up such things upon the myriads of the intelligent yellow race. This sort of thing the people of Szechuen have risen against, and are planning to resist alone. It must indeed be admitted that they have misery without end."

Without commenting at length on this characteristic quotation, it is enough to point out that there is a sufficient element of truth in it to appeal to Chinese minds. In a way, it must be allowed, the more foreigners are allowed to hold a lien upon the assets of China, the more likelihood there is that trouble may be the outcome, and the more difficult it will be for the country, in the future, when she is strong and self-contained enough to hold her own and to lay down her own plans for the internal working of the government, to act freely, without interference from outside quarters. But, all the same, a resort to foreign capital in China's present condition is inevitable. Indeed, the native papers admit frankly enough that nations borrow from each other and generally no harm follows therefrom. On the other hand, there seems to be an ingrained suspicion that whatever the Manchu Government does the results will be disastrous for the Chinese people in the long run. This is the sore point. If, however, the papers would advise the Government to come out once and for all into the clear daylight and let everything be above-board, and the Government would heed the advice, nine-tenths of their troubles with foreigners would, we believe, soon vanish into thin air.

NEWS OF THE DAY.

Capital and Commerce, a Shanghai weekly, has suspended publication after a somewhat brief existence.

A Chinese school teacher at Queen's College reports to the police the loss of his wife's jewellery, valued at \$300.

A Chinaman was found in a dying condition in an alley near the Western Market. He was removed to the hospital but died on his way.

The following telegram was received from the Manila Observatory at 11.15 a.m. to-day:—"Manila, September 21st.—Typhoon or typhoon N. of Naha, moving N."

Nine gamblers from N. A. Bowington Road appeared before Mr. F. A. Houlden at the Magistrate's Court this morning, when the keepers were fined \$5 each and the remainder \$3 each.

The steamer Chosen Maru and Annam Maru, of 6,000 tons, which are being built at the Armstrong Works to the order of the Osaka Shosen Kaisha, are expected to leave for Japan in October.

The coming season of the Shanghai Amateur Dramatic Club promises to be one of the most interesting in the very successful history of the organization, which has been in existence since the early 'Fifties. Four plays will be presented.

Information has been received at the Singapore agency of the Russian Volunteer Fleet that in future a steamer of the Fleet is to call at Hongkong once a month on her way to Vladivostok from Odessa, and vice versa.

While a large quantity of rice was being loaded on T.S. A. junk in one of the small harbours of the New Territory, for Hongkong, the junk got about that it was to be "cornered," and this so aroused the indignation of the villagers that they attacked the junk and took away the rice.

SOCIAL AND PERSONAL.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Lieut. D. Pudsey, R.G.A., from 20th September to 18th October, 1911, inclusive.

Captain John Thomas Barker, retired master mariner of Whitby, who was at one time well known on the China coast, having run for many years out of Hongkong, has died at home leaving estate valued at £15,505.

Sir George Reid, High Commissioner for Australia, has undergone a slight operation for the removal of a fragment of a splintered bone from one of his arms, the result of the motor accident he sustained recently at Margate. The operation was successful.

There will be quite a number of representatives of the English Press at Delhi. Among them will be Mr. Lovatt Francis and Mr. Greig, for the Times, Mr. London, Daily Telegraph, Mr. William Maxwell and Mr. Hamilton Fyfe, Daily Mail, Mr. Begg, Illustrated London News and Mr. Jacobson Hood for the Graphic.

HONGKONG FOOTBALL LEAGUE.

Annual Meetings.

Mr. R. Hancock presided over the annual general meeting of the Hongkong Football League, which was held at the Y.M.C.A. rooms on Wednesday evening. There was a good attendance including representatives from the following clubs, etc.—Hongkong, K. O. Y. L. I., Naval Yard, Police, Kowloon, R. G. A., R. E., B. O. C., and Submarines, and the secretary, Mr. Alex. P. Storrie.

The accounts, which showed a debit balance of \$8, were presented and passed. The advisability of allowing new recruits to take over the points of the departing regiments was discussed at length and it was decided that the secretary communicate with the new recruits asking whether they would be prepared to take over the points of the departing regiments.

Mr. Storrie mentioned that last season had been somewhat dull owing to the Buffs having to leave early in the season but the prospects for the forthcoming season were good.

The following were elected office bearers:—President, Mr. R. Hancock; hon. secretary, Mr. Alex. P. Storrie; hon. treasurer, Mr. A. S. Ellis.

The President, Secretary and Lieut. Bagnall were elected a committee to arrange matches and fix dates for the coming season.

Corpl. Smith, K.O.Y.L.I. and Lieut. Bagnall were elected a board to examine referees. Considerable discussion it was agreed that the matches commenced on the first Saturday in November and entries for the league competition were received from the Hongkong F.C., R.G.A., R.E., K.O. Y.L.I. and the Naval Yard.

The Committee of the Shanghai Football Club wrote inviting the Hongkong Association to send a team to play Shanghai and suggesting that the visit should, if possible, coincide with a probable visit from a team in Japan.

Mr. Storrie mentioned that some years ago Shanghai had sent a team to Hongkong but it had not been possible to return the visit.

Discussion ensued and it was agreed to accept the invitation.

The question of reserves was brought up and it was decided that a player who had played more than twice in the first division matches shall not be eligible for the second division.

It was further decided to raise the reserve fund to \$5,000.

THE MACAO DISPUTE.

The Portuguese Point of View.

Our Macao correspondent writes:—Tied by the anti-Portuguese agitation, which that inflammable spirit in Canton had jumped at the harbour dredging for a plan to rekindle, I ventured some weeks ago on a few indiscretions relevant to sundry points at issue in the Macao boundary delimitation question—if indiscretion it be to air random reminiscences of weighty disclosures which were imparted to me by one who knew the ropes. I must before all clear a faulty impression of mine touching the oversight of the Peking Government in failing to acquaint the Canton Provincial Assembly with the Convention ratified between the Viceroy and the Portuguese Consul at Canton which quelled the periodic fishing incident on the superintendence of fishing craft in these waters. In virtue of the provisions framed an imaginary line somewhere between Green Island and the Ah-Po Shik or Ah-Po Rocks was therefor to mark the watery confine of Portuguese jurisdiction over the inner harbour, in other words, the right of salvage (inherent on the ownership of the opposite island of Lappa) was forgo by China and till a mile or so beyond Green Island the whole of the interior water course (well-known to Hongkong trippers) was to come under the dominion of Portugal. Well, the fact is that the Provincial Assembly had been vouchsafed thorough-going details respecting the Convention, but they coolly disowned the authority of the Viceroy to enter into such a compact. Further, their contention is now propounded by the present day. Wai-Wu-Pu despite that the ratification of the Convention was emphasised at the time by a despatch from the Taung Li Yamen commending the wisdom and equity of the measure adopted. And till the present day all quibbles or hitches touching navigation and otherwise which arose within the assigned area have invariably been regulated and determined by the Macao authorities alone. The present bearing of the Foreign Office coupled with their distrust in the bona fide verdict of the Hague Tribunal places it without the pale of logical disquisition. But we know that it stands between the hammer and the anvil. And what with the crabbed vapourings of the native press, one must needs throw up the sponge of honest controversy. I will restrict my endeavour to enlighten an intelligent public merely to a cold douche of hard facts. But were Portugal really put upon her knees to substantiate her rights, the veritable dilemma will discern from the following: beyond a peradventure, that she could bring to heel the recalcitrant groundlings in a jiffy, and make the whole coterie collapse like a pricked bladder in the eyes of an unbiased world.

En passant, though the efficacy of the recent viceregal move to curb the waywardness of the native papers is a very moot point, it would be well not to overlook the opinion of Canton officialdom itself about the infidelity and honesty of the press in that City, alias, the vernacular mouthpieces of the *Chu Chu* Lu and Company.

However I shall waive the existence of the aforesaid contention. We know that actually neither China nor her *de jure* feels inclined to challenge the suzerainty of Portugal over the peninsula itself, say, from *Porto do Cerco* or barrier gate to Barra Point. A recalcitrance of the Provincial Assembly itself runs "China has allowed Portugal to occupy Macao" unfortunately supplementing "no waters were given her." True they were such a crowd of gollywogs those happy-go-lucky quidnuncs who gave civilization its international law. Yet China herself, with becoming common sense and decorum only contends for the right of half the waterway.

In the case under review, however, with the Xico Islands, which belong to China lying to the N.E. of the Colony and the British Island of Lantau, a good distance lower in the cline, the prescribed three-mile water radius of the three countries play at cross-purposes. And the solution would either lie with some international juris or then depend on a mutual understanding between the parties concerned. Yet possession, as the old saw has it, is nine points of the law, and when the right of possession has time after time been abundantly owned as that of another by the original proprietor himself, why, we may safely, I trow, leave the tenth point to look after itself.

Even time immemorial a sea-mark has determined the limit of Portuguese sway over the outer fairway. Its agency has been recognized not by China alone, but by every other power. To cite six instances or two, masters of Australia bound vessels will no doubt recollect how in the 5-manna days of the opium trade they were wont to lay at the bar and make the usual declarations to the port authorities. One afternoon during the governorship of the late Capt. Diego do Sa a dapper little gunboat with dragon and yellow lettering jauntily in the summer breeze glided in and moored severely in colonial waters without more ado. Needless to add, she courteously dismissed the port officials. Being given two hours to comply with the customary civilities, she elected to take French leave. Why only the other day, the Chinese cruiser *Hai Chiew*, after riding without the territorial lines for 48 hours, steamed across with no other apparent object than to hand over her papers to the Portuguese authorities and left the next day.

On the other hand viewing the existing grievance from the most hopeless stand point, I would rather assume Portugal for her remissness in not having set about dredging the harbour earlier in the day. Since it was stipulated that "no addition, diminution or alteration" was to be effected after 1887, how could she have allowed something near 25,000,000 metric tons of silt to accumulate within the last 24 years?

But I was straying from my object. Since the now familiar clause in the treaty of 1887 has been the pivot round which all arguments of the opposition have been made to evolve, all we are concerned with is the *de jure* and *de facto* otherwise what did Portugal possess, occupy and govern prior to 1887?

(To be continued.)

NAVAL NOTES.

(From Our Naval Correspondent.)

Wai-Wu-Pu, September 12.

REGATTA FUNDS.

Mr. D. Clark, a local contractor, has given \$210 to the regatta funds of the China Squadron. The regatta opened on the 6th inst. with the pulling boat races, and the sailing races were brought to a conclusion to-day. The principal results are given elsewhere.

RIFLE SHOOTING.

The Royal Marines of the Squadron held their annual Rifle Meeting at the Wai-hai wai ranges on the 4th inst. Shooting was carried out in a heavy downpour of rain, and sometimes the targets were scarcely visible in the haze. Corporal Slowman, H.M.S. Kent, made the best score with a total of 39 points. Bugler Bryan, H.M.S. Minotaur, was second with 34 points. The winners of the silver and the bronze medals, which are awarded annually to the best two shots, cannot be named yet, as information as to the scores made by the Marines at Hongkong has not yet reached us.

A GOOD TEST.

Several marine rifle teams landed on the mainland on the 5th inst. to compete for the R.M. Officer's Cup. Competitors had to march 24 miles in 45 minutes, then open fire at various targets described to them by their leaders. A team from H.M.S. Monmouth, led by Sergt. Diamond, won the Cup with a score of 38 points. A team from H.M.S. Minotaur was second with a score of 34 points. As on the previous day, the Marines were unfortunate with regard to the weather; rain fell all day, and the roads were in such a bad condition that only one team performed the march within the allotted time.

SHIP MOVEMENTS.

In addition to the places mentioned in a previous programme, H.M.S. Monmouth and H.M.S. Astraea are to visit Vladivostok before going on the cruise to Japanese ports. British ships have not lately visited the Russian port.

ANGLO-GERMAN AMENITIES.

The Schaphorst, flagship of the German Squadron, came into port on the 6th inst. On the following day it was made known that Rear-Admiral Von Krosigk had been promoted to Vice-Admiral, and at noon the flag of his new rank was hoisted on the Schaphorst, and a salute of 15 guns was fired to celebrate the event. Salutes were afterwards exchanged between the British and the German Admirals. Admiral Winslow gave a dinner on board the Minotaur at which the principal guests were the British Commissioner, Sir J. Stewart-Lockhart, Lady Lockhart, and the German Commander-in-chief with his staff officers.

During the short stay of German ship, the warrant officers were the guests of the British warrant officers, and the petty officers were also entertained at the Queen's Hall by the chief and first-class petty officers of the Minotaur.

THE NEW FLAGSHIP.

It was officially announced on Sunday last that H.M.S. Indomitable is to relieve the present flagship at the end of her Commission on the Station. The relief will probably be made at Colombo, in the middle part of February next. This announcement has occasioned considerable surprise here, for it was fully expected that the Minotaur would have been retained for further service on the Station.

BILLIARDS.

The Chief Petty officers of the Flagship were defeated by the Chief Petty officers of H.M.S. Newcastle in the final match in the billiard tournament, and the latter ship thus becomes the winner of the Senior's cup and shield.

A FINE RECORD.

Congratulations to H.M.S. Kent on the splendid show she made in the recent regatta. At the Challenge Cup—9 in number—11 first prizes, and 5 second prizes are amongst her numerous victories. Well done! A brilliant finish to a most interesting Commission.

The loyal Address of the Straits and Hongkong-born Chinese community at Hongkong which was engraved on silver, and handsomely framed in gold, was handed over to H.B.M. Chargé d'Affaires on the 4th inst. by Mr. S. Eng Siew, the Secretary of the above named Community, and same will be forwarded to H.M. King George V. in due course.

SPORTING.

Cricket.

BIRD'S XI v. ATKINSON'S XI.
On the green of the Civil Service Cricket Club on Saturday afternoon Mr. Bird's team will oppose the Hon. Dr. J. M. Atkinson's eleven.

Swimming.

H. L. MINE CHAMPIONSHIP.

Yesterday evening the half-mile championship of the Colony in connection with the V. R. C. annual aquatic sports, was swum off just outside the V. R. C. enclosure. The course was laid between the "Y" R. C. timber and the Praya wall—a distance of 80 yards; thus eleven lengths had to be swum before the half-mile was covered.

A large gathering of members and friends assembled at the Club House to watch the race, the start being made at six o'clock.

Five competitors lined up for the start. T. Logan (holder), A. A. Claxton, H. E. Sayer, F. L. de Cruz and Y. Barrow. From the plunge Logan went off at a fast pace with Claxton close behind him. Both were swimming in good fashion. These two were soon well ahead of the field. The first four lengths were done in good time, the time for the first length being 58 seconds and the second 60 after which both Logan and Claxton settled down. Logan all the time was gradually out-distancing his rival, and in the eighth length quickened his pace and increased his lead, probably to make sure of the race. Settling down again he kept the same distance ahead and won comfortably about 33 yards ahead of Claxton who finished second, the same distance ahead of Barrow, who was third. Sayer gave up after the eighth length. Cruz made a good bid for third place down the last length but swimming wide was unable to pass Barrow.

The official time was:—
Logan ... 14 mins. 12 sec. ... 1
Claxton ... 14 ... 53 ... 2
Barrow ... 14 ... 53 ... 3

The Harbour Race.

Hongkong swimmers are reminded that entries for the annual Harbour Race, to take place on Wednesday, 26th inst., close to Mr. F. Lammert, Hon. Sec. V. R. C., or the Sporting Editor, China Mail, on Monday next. Intending aspirants for the trophy should not delay in sending in their names, which must be accompanied with an entrance fee of fifty cents.

The race will start from Police Pier, Kowloon, at half-past five, and the finish will be at the Praya Wall between Murray Pier and the V. R. C. enclosure. Competitors must remember that it is essential to touch the wall before being declared a winner.

A launch will be provided for the swimmers and will leave the V. R. C. at 5.15 p.m. sharp.

V. R. C. SPORTS.

As we are going to press the V. R. C. Annual Aquatic Sports are just commencing at the Club's enclosure. To-day is the first day; the meeting will be continued to-morrow and Saturday.

To-morrow's programme is as follows:—
1—50 Yards Handicap (Heads).
Final.
2—200 Yards Handicap of the Colony.
3—Boys' Race.
4—Throwing the Polo Ball.
5—Running Hinder from Spring-board.
6—100 Yards Handicap Final.

Alley Bowling.

The bi-annual match, Club Germania v. Hongkong Club, will take place on 9th and 11th November. Some high scoring and a very close finish is anticipated; the average of the first eight Germans and first eight English in this month's inter-club handicap being practically identical, viz., about 1,400 per player. The Club Germania easily defeated the Hongkong Club last April.

The result of September Inter-club Bowling is as follows:—

Names.	Net Score.	H'ap.	Cross Score.
O Meyer	158	Scr.	1583
P. Karze	1482	80	1562
J. Hooper	1542	Scr.	1542
H. Hunter	1432	100	1532
H. Humphrey	1482	40	1520
Th. Christian	1408	100	1508
F. Martin	1492	Scr.	1492
F. Stainhoff	1378	100	1478
E. Hasenmann	1368	100	1468
C. H. Gale	1284	200	1484
F. Matson	1282	200	1483
H. W. Bagnall	1232	120	1455
P. R. Wolf	1428	Scr.	1423
H. H. Eggers	1263	150	1413
R. O. Hutchison	1304	100	1404
H. Adam	1249	150	1399
C. Gregerson	1238	150	1388

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DRY GIN D.O.L. " " " 8.00

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BY TELEGRAPH.

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SIR ROBERT HART DEAD
THE PASSING OF A GREAT MAN.(Reuter's Service to the China Mail.)
LONDON, Sept. 21.
Sir Robert Hart is dead.

[Note.—By the death of Sir Robert Hart, G.C.M.G., the whole world is distinctly the poorer, while the Chinese Empire in particular loses a great friend and benefactor. The "G." as he was everywhere known by reason of the marvellous record he achieved as Inspector General of Customs for China, gave fifty years of his life to helping China, and though at times severely criticised by Europeans and Chinese alike, when his work was finished, the policy which he consistently and unswervingly followed received abundant justification. All his efforts were commended to the brilliant success of his successors, everybody saw that he had, indeed, been the saviour of China. The news of his death at the age of 70 years does not come as a surprise. When Sir Robert was born, the world was in a bad health; the fifty years of strenuous, unremitting toil in a foreign clime had begun to tell their tale, and he was a great sufferer from indigestion. All hoped, however, that he might one day return to the scenes of his former triumphs, when his leave expired and a new and lately granted extension it became obvious that the veteran "G." had seen the last of the Far East. All hopes to the contrary were laid low last year when he definitely resigned and Mr. E. A. Agnew, in whom Sir Robert had great faith, was appointed to the vacancy.

The late Sir Robert Hart was, as is well known, an Irishman. He was born on February 20th, 1833, at Milltown, Co. Louth, being the eldest son of Mr. Henry Hart, of Ravanmore House, Lisburn, Co. Antrim, and of Ann, second daughter of John Edgar, of Ballybray. He was educated at Queen's College, Tintern; Wesley College, Dublin; and Queen's College, Belfast. He was a B.A. at 18 years of age, and later in life took the M. A. degree. When 19 years of age he came to the Far East, entering the British Consular Service in 1854. He received from then onward is given in *Who's Who* as follows:—Superintending Interpreter, Superintendent of Trade, Hongkong, 1854; Superintendent, British Consulate, Ningpo, 1854; Asistant, British Consulate, Ningpo, 1855; Second Assistant, British Consulate, Canton, 1855; Secretary to the Allied Commissioners for the Government of the City of Canton, 1858; Interpreter, British Consulate, Canton, 1858; granted special permission to resign and accept an appointment in the Chinese Imperial Maritime Customs, 1859; Chinese Maritime Customs, Deputy Commissioner, Canton, 1859; Oligating Inspector General, 1861; 63; Commissioner at Shanghai, with charge of Yangtze Ports and Ningpo, 1863; Inspector General of Customs 1863-1908, and of Ports 1896-1908; knighted M. P. Hon. 1888, but declined; President of the Museum for Vertebrates, Leipzig, 1878; Hon. Member, China Branch, Royal Asiatic Society, Shanghai, 1879; Hon. Member Oriental Museum, Vienna, 1880; or. K.C.M.G., 1882; or. G.C.M.G., 1889; Hon. Fellow, Royal Statistical Society, London, 1890; Hon. Member Institute de Droit International, 1892; Commander of the Order of Leopold, Belgium, 1893; Chevalier of the Order of Wasa, Sweden-Norway, 1879; Knight Grand Cross, Order of Francis Joseph, Austria, 1890; Grand Officer, Order of France, 1895; Grand Officer, Order of the Crown of Italy, 1884; Commander, Order of St. Louis, 1885; Knight Grand Cross, Order of Christ, Portugal, 1888; or. Baronet, 1893; Knight Grand Cross, Order of the Crown of Norway, 1894; Knight Grand Cross, Order of Orange Nassau, Holland, 1897; Order of the Crown, First Class, Prussia, 1900; Brevet Title of an Oh. Su (Civil Rank of the Third Class, China, 1884; Brevet Title of Fu Chong Su (Civil Rank of the Second Class, China, 1888; Brevet Title of the First Class, China, 1881; Double Dragon, Second Division, First Class, China, 1889; the Peacock's Feather, China, 1885; Ancestral Rank of the First Class of the First Order for Three Generations, with Letters Patent (China, 1889; Brevet Title of Junior Guardian of the Imperial Apparat, China, 1901; Grand Cordons Ordre of Rising Sun, 1907; Publication: *Those from the Land of Slaves*, 1901. *Herald's*, Edgar Brock 1873.

Sir Robert Hart married in 1866 Hester Jane, eldest daughter of Dr. Alexander Brodun, of Portadown. To Lady Hart and family at this time came the sympathy of the people of many lands. —G.M.]

DEVELOPING AUSTRALIA

RAILWAY ACROSS THE CONTINENT

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

Reuter's correspondent at Melbourne cables that the House of Representatives has passed for first reading a Bill providing for the construction of a trans-Continental railway, which is to run from Kalgoorlie to Port Augusta.

THE NORTH WEST PASSAGE

AN UNSUCCESSFUL EXPEDITION

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

Reuter's correspondent at Ottawa wires that Bernier, who commanded the Government expedition to try the North West passage, has returned unsuccessful.

BY TELEGRAPH.

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FRANCE AND GERMANY.
GERMANY WAIVES CERTAIN DEMANDS.(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

It is reported in Paris that Germany has already waived her demands for the international control of contracts for public works, on the objection of the French Commissioner and every Government department.

The outstanding points include the abolition of consular jurisdiction and the granting of German protection to individual natives.

THE GERMAN STANDPOINT.

LONDON, Sept. 21.
Yesterday's semi-official Note from Paris has evoked a "semi-official" communiqué in Berlin showing that German demands on matters of principle on which Germany cannot yield are also involved.

Nevertheless, the verbal exchanges and negotiations which are being continued with a view to drawing nearer on the different standpoints, have led to a series of proposals for an arrangement, which will be submitted to the respective Governments.

THE BANKS STORMED.

Reuter's correspondent at Berlin states that as a result of the impression produced by the Franco-German communiqué, the Banks doing business were stormed early in the morning and are busy selling orders.

REA SURING THE BANKS.

Representatives of the leading Banks were received at the Foreign Office by the Under Secretary, who informed them that a favourable settlement would be reached in two or three days.

A FURTHER MEETING.

Herr von Kiderlen Waechter and M. Cambon will again meet to-morrow.

THE OFFICIAL VIEW.

An official statement denies that the situation is more acute. It being desirable that neither side should affirm finality on standpoints on which they are unable to yield in written Notes, from which it would be difficult to retreat, it was considered, says the statement, that the wisest plan would be to return for the present to verbal negotiations.

RUSSIA'S GRIEF.

TSAR ISSUES A RESCRIPT.

"My Courageous Champion"

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

Prior to his departure from Kiev, the Tsar visited the hospital where the body of M. Stolypin is lying and spoke words of comfort and encouragement to the bereaved widow.

His Majesty in a rescript says:—"The expressions of sincere indignation which are reaching us from all sides show that all right-minded people share our feeling of sorrowful resentment at the ruthless outrage perpetrated on my courageous champion, which has darkened the joyous feelings aroused by the hearty welcome accorded myself and the Empress on our visit to the South-Western Provinces."

MORE ESPIONAGE.

ENGLISHMEN ARRESTED IN GERMANY.

Released then Re-arrested.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

Reuter's correspondent at Emden wires that two Englishmen have been arrested there. They were released and then re-arrested on instructions from Berlin.

It is stated that they have a yacht lying at Delfzyl, Holland.

A camera and three developed plates of Emden harbour were found in their possession.

OFFICERS?

A further message from Reuter's correspondent at Emden says both the arrested men are young. They are stated to be officers.

They are confined in separate cells, and the Public Prosecutor has been sent for.

ROYAL AUSTRALIAN NAVY.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

Reuter's correspondent at Melbourne wires that at King George's request the Commonwealth Government has approved the title, "Royal Australian Navy."

BY TELEGRAPH.

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THE SITUATION IN SPAIN.

TOWNS SEIZED AND RECAPTURED.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The Spanish Premier has made a statement in which he said that martial law was necessitated by the anarchist character of the strike, which was directed by a committee of Spaniards and foreigners who had headquarters at Barcelona.

The situation is worst in the Province of Valencia, where the revolutionaries have seized Caragente and Alcala. They burned the Town Hall and other public buildings at Alcala.

Troops have recaptured both towns.

HUNDREDS OF ARRESTS.

LONDON, Sept. 21.

All last night arrests were being made in Madrid, the number being estimated at 300, including the Vice President of the Confederation of Labour.

Everyone who appeared in the streets was searched and all weapons found were seized.

The city wears its usual aspect this morning, but wholesale precautions are being taken. All gunmakers' stocks are being seized, and the troops are confined to barracks.

Factories, religious establishments, railway stations and public buildings are guarded by armed police.

The hitherto threatened general strike has not yet materialised.

From the Provinces come news of wholesale arrests. There are local strikes and acts of violence everywhere.

THE IRISH RAILWAY STRIKE.

UNREASONABLE DEMANDS.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The Executive of the Amalgamated Society of Railway Servants has decided that unless the Companies cease dismissing or in any way penalising men for refusing to handle the traffic of firms whose employees are on strike, and unless they reinstate all the men without penalty, the Executive will call out all Irish railwaymen.

PRESS DENUNCIATION.

LATER.

The papers are unanimous in denouncing the Irish railway strike, and refer to the reduction of sympathy to a state, it would be impossible, they state, for French Syndicalists to give a more intolerable exhibition of methods. The *Daily News* warns the Amalgamated Society of Railway Servants that it has engaged in a great struggle in England for vital things, but we cannot, without prejudicing the case, sanction the grotesque demand of the Irishmen.

THE FIGHT CONTROVERSY.

THE PRIMATE INTERVENES.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The Archbishop of Canterbury has written to Mr. Wighton Churchill urging him to use his powers to prevent the Johnson-Wel's fight.

The papers are devoting columns to letters of protest from bishops, heart-masters, magistrates and other prominent men.

It appears that the fight is legally not preventable unless the Government intervenes.

The *Daily Telegraph* dwells upon the danger of the circulation of cinematograph films of the fight in fomenting racial discord throughout the Empire.

TO OBLIATE STRIKES.

AN ARBITRATION SCHEME.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The *Manchester Evening Chronicle* states that Mr. Sydney Burton, President of the Board of Trade, has invited representatives of masters and men concerned in the great national trades to form an Arbitration Board, consisting of ten employers and ten men, from which a Court could be formed to deal with disputes, under the Chairmanship of Sir G. R. Asquith.

Field firing with machine guns is to be carried out by the 8th Rajputs on the 30th inst., between the hours of 8 a.m. and 11 a.m., from the hill between Kowloon "A" & "B" ranges, in the direction of Shek Tin Poo.

BY TELEGRAPH.

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TURKEY AND ITALY.

FRICTION OVER TRIPOLI.

(Reuter's Service to the China Mail.)
LONDON, Sept. 21.

Reuter's correspondent at Constantinople wires that uneasiness prevails regarding alleged Italian designs in Tripoli.

It is understood that the Government is contemplating military measures. Quantities of arms and ammunition have already been sent to Tripoli.

CRUISER RAMS LINER.

THE OLYMPIC BADLY HOLED

(Reuter's Service to the China Mail.)
LONDON, Sept. 21.

The liner Olympic, bound from Southampton to New York, with 3,000 passengers aboard, including 730 first-class, was rammed by the cruiser Hawke while in the Solent.

A large hole was knocked in the line on the starboard side, which made much water. The vessel was, however, saved from sinking by her water-tight doors. She returned slowly to Southampton.

The cruiser was badly damaged about the bows.

OBITUARY.

CANON DUCKWORTH.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The death is announced of Canon Duckworth.

[Note.—By the death of the Rev. Robinson Duckworth, D.D., C.V.O., the Church loses a scholarly and popular divine. The deceased was Dean and Canon of Westminster, and was 78 years of age. He was educated at the Royal Institution School, Liverpool, and University College, Oxford, where he won his B.A. degree in 1857, taking 1st class in Classics. He got his M.A. in 1859 and B.D. and D.D. in 1872. From 1857 to 1870 he was assistant Master at Marlborough College, and then for six years he was Tutor at Trinity College, Oxford. Later he became instructor in Greek at the University of London, and from 1870 to 1871 was Chaplain in Ordinary to Queen Victoria. He was also Chaplain to the late King Edward when the latter was Prince of Wales, and accompanied him on his tour through India in 1875-6. He was Vicar of St. Mark's, Hamilton Terrace, from 1870 to 1896 and Rector of St. Marylebone from 1896 to 1905. In 1905 he was Select Preacher at Cambridge. He was appointed Chaplain in Ordinary to H.M. the King in 1910. —Ed. C.M.]

THE SZECHUEN RIOT.

CITY REPORTED SAFE.

(Reuter's Service to the China Mail.)
LONDON, Sept. 20.

The Vicar of Szechuen telegraphing from Chengtu on the 15th inst. reported that after a week of fighting to master the situation the city is safe.

ANOTHER FALSE REPORT.

(Wah Te Yat Po's Service.)
PEKING, Sept. 20.

The former telegram which reported that Chengtu city was captured by the rioters is not true. Only the communications are broken down. The city is quiet at present.

A TOWN STORMED.

"Several tens of thousands" of salt traders have blockaded Cheu Chow Fu (a place about 200 miles from the capital). The Prefect has fled.

CASUALTIES.

The rioters outside Chengtu have been dispersed, great losses being sustained by the Government troops. Two thousand members of the defensive force have arrived from the provincial boundary and dispersed a great number of rioters.

MORE TROOPS.

The Hupeh troops have started for Szechuen, but the villagers along the route refuse to sell them any provisions.

VOLUNTEER NOTES.

JOINED.

Mr. J. Steele joined the Corps on the 13th September, and was posted to No. 4 Artillery Company.

Mr. F. F. C. Master joined the Corps on the 20th September, and was posted to the Scouts Company.

REMOVED.

Sapper H. T. Pearson of the Engineer Company is permitted to resign with effect from the 14th September.

Sergeant T. Grimshaw of No. 4 Company, H.K.V.A. is permitted to resign with effect from the 14th September.

ON LEAVE.

Corpl. E. Raymond of No. 2 Company, H.K.V.A. is granted leave of absence for 6 weeks with effect from the 18th September.

No. 4 COMPANY, H.K.V.A.

A general meeting of the Company will take place at Headquarters after the drill on Monday, September 25th.

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The Queen's Fillet, by Canon Sheehan.

The City of Enticement, by Dorothea Garard.

Master Christopher, by Mrs. Henry de La Pasture.

Tales of the Unseen, by Violet Hunt.

Night Forward, by Mrs. Bailie Reynolds.

The Summer Book, by Max Pemberton.

He is Risen Again, by Charles Morice.

In Fanny's Mirror, by Violet A. Simpson.

The Indiscretions of a Lady's Maid, by The William Le Queux.

A Mysterious Lover, by Alice M. Diehl.

Lilamant, by Maud Diver.

Our Lady of the Leopards, by Albert Dorrington.

When the Red Gods Call, by Beatrice Grimshaw.

Long Bow and Broad Arrow, by Major W. P. Drury.

Thus Saith Mrs Grundy, by Amiesley Kenaly.

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ASSAYE	7500	Feb. 3	MANTUA	11000	March 2	March 3
HIMALAYA	7000	Feb. 17	MACE DONIA	10200	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLD (VIA)	11000	April 27	May 3
DELTA	8000	April 13	MALOA	11000	May 11	May 17
ASSAYE	7500	April 27	MO. GOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

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NILE	7000	March 7	April 19
NUBIA	6000	April 7	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7000	May 1	June 14
PALAWAN	5000	May 15	June 29
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

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FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	TOKIN,	CHARBONNEL	Sept. 25, about 6 P.M.
MARSHALLS, Via Ports	CALEDONNIEN,	MILNER	Sept. 26, at 1 P.M.

TRANSIPPING on the Co's Steamers at SINGAPORE for BALAWIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

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HATCHING	Capt. W. O. Passmore	FRIDAY, 22nd Sept., at 1 P.M.

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PHILIPPINES STEAM
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Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	THURSDAY, Sept. 21, at 4 P.M.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	THURSDAY, Oct. 10, at 4 P.M.

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KUMERIC	11,000	G. Moller	3rd October.
HERCULES	11,000	J. Matheson	25th October.
	7,000	R. Willemsen	10th November.

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FROM HONGKONG. 30th September.

FROM COLOMBO. 17th October.

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir-Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

Frequent Sailings. End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

New Line of Steamers

TO

South African Ports,

ORIENTAL & AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East-London, Port Elizabeth and Cape Town, calling at Mauritius, and sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNEIC. 3,000 tons. To be despatched End of December.

S.S. KATANGA. 5,600 tons. To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, August 23, 1911.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS

Tons

To SAIL.

NAPLES, GENOA, ALGIERS, GNEISENAU, Capt. T. H. Stollberg, (10,000) WEDNESDAY, 4th Oct., at Noon.

GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.

SHANGHAI, TSINGTAU, DERFFLINGER, Capt. F. Froesch, (17,000) FRIDAY, 22nd Sept., at 5 a.m.

KOBE & YOKOHAMA.

MANILA, YAP, MARONN, SAMA, PRINZ SIGISMUND, Capt. F. Bruening, (8,000) SATURDAY, 7th Oct., Daylight.

RAI NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.

KUDAT and SANDAKAN. BORNEO, Capt. F. Sambill, (5,000) FRIDAY, 22nd Sept., at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletank.

For further Particulars apply to

Norddeutscher Lloyd,

MELOERS & CO.,

General Agents, Hongkong & China.

Regal Boots

AND

Shoes

FOR SALE

AT REASONABLE

PRICES

THE SAVOY,

8, D'Agular Street

(opposite Court House).

Hongkong, Sept. 20, 1911.

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 TONS)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON

DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES ——— APRIL 13th.

LONDON ——— APRIL 20th.

The Accommodation in this Vessel is at the

entire disposal of Passengers from the Far East.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'.

28,000 TONS.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and

YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, NOV. 4th, AT NOON.

FOR

SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, July 1, 1911.

CHINA EXPRESS CO.,

(UNDER NEW MANAGEMENT)

P. O. Box 250. 3, DUDDELL STREET—TELEPHONE No. 668.

(OPPOSITE LAMBERT'S AUCTION ROOMS).

SHIPPING, FORWARDING & INSURANCE AGENTS.

Packing and Warehousing.

We accept Shippers for any part in the World, with similar facilities to the

Parcels Post without restriction to size or weight, and our Charges are absolutely the lowest possible.

Payments may be made in Hongkong or Destination.

Baggage stored and transhipped.

Agents for, Contractors to Imperial German, Royal Danish, and Swiss Federal Parcel Posts.

JOHN TAYLOR, Manager.

Hongkong, August 15, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, etc.

Head Office for the Far East: 16, DES VERTS ROAD CENTRAL, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Oils, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the 27th of September will be subject to rent.

All broken, chafed and Damaged Goods are to be left in the Godowns where they will be examined on FRIDAY, 22nd inst., at 9.30 a.m.

All claims must reach us before the 1st of October, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Consignees.

NORDDEUTSCHER LLOYD, MELOERS & CO., General Agents.

Hongkong, Sept. 20, 1911.

1904

1904

1904

1904

1904

1904

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

The following Typhoon signals are

hoisted on the Masthead on Signa

Hill, Kowloon, the Harbour Office, the

Kowloon Godowns, H. M. S. Tamar, and

Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North of the Colony.

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A CONE point downwards

MacEwen Frickel & Co.

Importers of

Wines and Spirits,
etc., etc., etc.

GIN

The following lines
in Gin are stocked by
us

Gilbey's Old Tom
\$13.50 Per Case

Gilbey's London
Dry \$13.50 Per Case

Gilbey's

Plymouth

\$16.50 Per Case

Coate's Plymouth
\$16.50 Per Case

Wolfe's Schnapps
\$18.00 Per Case

Bols' Gin
\$23.50 Per Case

Seuker's Schie-
dam Cock
Brand \$18.50 per case.

(or 10 Flasks, 4 Imp. Galls.)

Hulstkamp's Old
Schiedam

12 Stone Jars

2 Galls...\$16.00 per case.

12 Stone Jars

24 Galls...\$19.00 per case

24 Stone Jars

24 Galls...\$20.00 per case

the whole of the above
bottled in Europe.

MacEwen, Frickel & Co.,
1, 103, Vaux road.

To-day's Advertisements

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Pavilion on FRIDAY, the 29th September, 1911, at 4 p.m.
By Order,
E. A. M. WILLIAMS,
Acting Secretary.
Hongkong, September 21, 1911. 1210

TO LET.

FURNISHED FLAT in MACDONNELL Road, from October 1st, for three months, possibly longer. Electric Light, Telephone, etc.
Apply No. 13c, MACDONNELL RD., Hongkong, September 14, 1911. 1207

TO LET.

FURNISHED, at the PRAK, from middle of March, 1912, for 6 months or longer. A FOUR-ROOMED BUN-GALOW, with use of Tennis Court.
Apply to
Care of "CHINA MAIL" Office,
Hongkong, September 21, 1911. 1208

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.

THE Steamship DERFFLINGER.

Captain F. Prasen, will leave TO-MORROW (FRIDAY), the 22nd inst., at 6 a.m.

For further particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, September 21, 1911. 1208

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship DERFFLINGER.

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk in the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, and that the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, are to be left in the Godowns, where the goods have left the Godowns, and all goods remaining undelivered after the 28th of September will be subject to sale.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 28th of September, at 9.30 a.m.

All claims must reach us before the 2nd of October, 1911, or they will not be respected.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, September 21, 1911. 1207

LOTUS' BRAND MOKHA COFFEE

GIVEN SATISFACTION EVERYWHERE.

H. RUTTONJEE & SON, WHOLESALE AND RETAIL MERCHANTS.

Samples on Application.

Hongkong, September 5, 1911. 1114

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:

The Hongkong Hotel.

The Hongkong Ferry Wharf.

The Kowloon Ferry Wharf.

The Kiosk, Blake Pier.

The Upper Peak Tram Station.

The Lower Peak Tram Station.

Leung Ning (Astor House Hotel).

Lau Ping Kee (Astor House Hotel).

Al Choo (Queen's Road).

Wo Cheung (D'Almeida Street).

Ruttonjee & Son (Kowloon).

Hung Ching (Kowloon).

Temperature.

Hongkong, September 21, 1911.

Barometer 9 A.M. 29.93

Do 4 P.M. 29.92

Thermometer 9 A.M. 82

Do 4 P.M. 83

Wet bulb 9 A.M. 78

Do 4 P.M. 79

Do Wet bulb 9 A.M. 78

Do 4 P.M. 79

Do Maximum 83

Do Minimum (over night) 79

NOTHING BETTER.

FOR bowel complaints in children always

gives Chamberlain's Colic, Cholera and

Diarrhoea Remedy and cures it. It is

certain to effect a cure when reduced

with water and sweetened is pleasant to

take. No physician can prescribe a better

remedy. For sale by all Chemists and

Druggists.

SHIPPING

ARRIVALS.

September 20.

Derfflinger, German steamer, 3,148 T.

Prosch, Hamburg Aug. 10, and Singapore

Sept. 19, Milla and General—Mitsubishi

Co.

Chipchase, British steamer, 1,199, Frank

Mooney, Thientsin Sept. 14, General—

CHINA.

Sochi Maru, Japanese str., 1,110, K.

Sugawara, Amoy and Swatow

Sept. 19, General—OSAKA SHIPING

CHINA.

September 21.

Samatru, British steamer, 2,076, W. R.

Moore, London Aug. 12, and

Singapore Sept. 16, General—P. & O. S.

N. Co.

Glengary, British str., 2,350, W. Hartnoll

London and Singapore Sept. 14, General—

SHIRAZ, TONK & Co.

Kuikang, British steamer, 4,895, R. C.

D. Bradley, Calcutta via Straits Sept. 7,

General—AMSTERDAM, MATTHEWS & Co., Ltd.

Dangi Maru, Japanese steamer, 846, H.

Matsuyama, Thientsin, Amoy and Swatow

Sept. 20, General—M. B. K.

Chinkiang, British str., 1,229, W. W.

Kuy, Wakanatsu Sept. 15, Civil—

BUTTERFIELD & SWIRE.

Apply to
Care of "CHINA MAIL" Office,
Hongkong, September 21, 1911. 1208

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.

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Hongkong, September 21, 1911. 1207

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The Lower Peak Tram Station.

Leung Ning (Astor House Hotel).

Lau Ping Kee (Astor House Hotel).

Al Choo (Queen's Road).

Wo Cheung (D'Almeida Street).

Ruttonjee & Son (Kowloon).

Hung Ching (Kowloon).

Temperature.

Hongkong, September 21, 1911.

Barometer 9 A.M. 29.93

Do 4 P.M. 29.92

Thermometer 9 A.M. 82

STEAMERS PASSED SUEZ CANAL.

OUTWARD BOUND.

September 1. Dardanis, Glasgow,

Agia Maria, Panna, Suchen.

September 5. Bayern, Benarvis, Ben-

lomon, China, Fintshire, Montrose.

September 15. Ghazal, Teheran.

September 18. Alcantara, Benarvis,

Cyprus, Prinz, Etil, Friedrich, Afghan

Prinze.

September 19. Ceylon, Ernest Simon,

Kennel, Faadalin, Aradun, Frieftels,

namwada bound.

September 1. Tonkin.

September 5. Sprin, Suruga.

September 8. Beneluch, Penbrockshire,

Syria.

September 12. Indien, Liberia, Tuleus,

September 15. Inverclyde, Ivo, Moru,

Kleber, Tuleus.

September 18. Persia, Seyoum, Sile,

Tellous, Adnan.

ARRIVALS AT HOME.

September 10. Promethus.

STEAMERS EXPECTED.

Maia.

The P. M. S. S. Co.'s s.s. Mongolia

arrived at Manila on the 17th September,

and is expected to sail from Manila for

Hongkong on the 20th September,

arriving at this port on the 22nd Sept.

The C. M. S. S. Co.'s s.s. Krample with

the Sibuyan Mail is due here on

Sunday, the 24th Sept.

The P. M. S. S. Co.'s s.s. Korea sailed

from San Francisco on 19th September

for Hongkong, via Honolulu, Yoko-

hama, Kobe, Nagasaki and Manila,

and is due to arrive at this port on

October 20th.

Other Vessels.

The Austrian Lloyd's s.s. Forcades left

Shanghai for this port on the 18th

September, p.m., and will arrive here

on the 22nd September, a.m.

The N. Y. K. Co.'s s.s. Japan Maru (Calcutta

Line) left Moji for this port on the

18th September, and is due here on

the 22nd September.

The N. Y. K. Co.'s s.s. Tanaka Maru (Australia

Line) left Sydney for this port via

ports on the 16th September, and is

expected here on the 25th September.

The Bank Line's s.s. Lancia sailed from

Kobe on the 19th September for

Moji, and is due to arrive here on or

about Tuesday, the 26th September.

The O. S. K. s.s. Chango Maru left

Tsushima for this port via Japan and

Moji on the 18th August, and is

due here on or about 27th September.

The T. K. K. s.s. Bump Maru arrived at

Yokohama on Sunday, the 10th Sept.,

and sails thence on Friday, the 16th

Sept. for Hongkong, and is due to

arrive at this port on or about the

22nd Sept.

The I. C. S. N. Co.'s s.s. Liaoning

left Calcutta for the Straits and Hong-

kong on the 13th September, and is due

here about the 29th September.

Latest Advice.

The N. Y. K. Co.'s s.s. Hakata Maru (Don-
key Line) left Singapore for this port

on the 20th September, and is ex-

pected here on the 28th September.

POST OFFICE NOTICES.

The attention of the public is drawn to

page 10 para. 20 of the Hongkong Postal

Guide for 1911. Stamp intended for

Postage purposes may be perforated but

not obliterated.

The Krample with the Siberian mail

is due to arrive here